

WHAT IS CLAIMED IS

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1. An engine auxiliary unit driving equipment for transmitting an engine driving force from a crank pulley fixed to an engine crankshaft to a plurality of engine auxiliary units, one of which is an alternator for a vehicle, comprising:

a driven poly-V pulley, which is provided at least in the alternator, having a plurality of grooves extending in a circumferential direction; and

a poly-V belt, which has a plurality of projections extending in parallel in a longitudinal direction so as to correspond to the grooves of the driven poly-V pulley, bridging between the crank pulley and the driven poly-V pulley so that the engine driving force is transmitted, via the poly-V belt, the driven poly-V pulley,

wherein the poly-V belt is composed of a plurality of pieces substantially divided in an axial direction of the driven poly-V pulley so that each piece of the divided poly-V belts has plural pieces of the projections extending in a longitudinal direction.

2. An engine auxiliary unit driving equipment according to claim 1, wherein another of the engine auxiliary units other than the alternator is provided with another driven poly-V pulley on which the respective pieces of the divided poly-V belts are wound in parallel on the another driven poly-V pulley to position perpendicularly to the axial direction thereof so that the engine driving force is transmitted from the crank

pulley, via the respective pieces of the divided poly-V belts, not only to the alternator but also to the another of the engine auxiliary units.

3. An engine auxiliary unit driving equipment according to claim 1, wherein confronting side surfaces of any adjacent pieces of the divided poly-V belts come in contact with each other.

4. An engine auxiliary unit driving equipment according to claim 1, further comprising:

a resilient member with which the adjacent pieces of the divided poly-V belts are joined, stiffness of the resilient member being remarkably lower than that of the poly-V belt.

5. An engine auxiliary unit driving equipment according to claim 1, wherein respective longitudinal lengths of the divided poly-V belts are different.

6. An engine auxiliary unit driving equipment according to claim 1, wherein respective weights per unit length of the divided poly-V belts are different.